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AGO ltr 29 Apr 1980

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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO  
AGAM-P (M) (7 Mar 68) FOR OT RD - 674221

12 March 1968

SUBJECT: Operational Report - Lessons Learned, Headquarters, 765th  
Transportation Battalion (AM&S), Period Ending 31 October 1967

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BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 765TH TRANSPORTATION BATTALION (AM&S)  
"MUI TEN THANG"  
APO 96291

AVGFV

12 NOVEMBER 1967

SUBJECT: OPERATIONAL REPORT FOR QUARTERLY PERIOD ENDING  
31 OCT 1967, RCS CSFOR-65 (WCKGAA)

TO: Commanding General  
United States Army, Vietnam  
ATTN: AVHGC-DST  
APO 96375

IN ACCORDANCE WITH UNITED STATES ARMY, VIETNAM REGULATION  
1-19 DATED 3 NOV 1967, THE FOLLOWING REPORT IS SUBMITTED IN TWO  
SECTIONS:

SECTION 1

SIGNIFICANT ORGANIZATIONAL ACTIVITIES

1. MISSION. TO PROVIDE COMMAND, CONTROL, STAFF PLANNING  
AND ADMINISTRATIVE SUPERVISION OF ASSIGNED TRANSPORTATION AIR-  
CRAFT DIRECT SUPPORT COMPANIES, A TRANSPORTATION AIRCRAFT GEN-  
ERAL SUPPORT COMPANY AND A PROVISIONAL AVIATION ELECTRONIC  
SUPPORT COMPANY.

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2. ORGANIZATION. THE 765TH TRANSPORTATION BATTALION (AMPS) HEADQUARTERS AND HEADQUARTERS DETACHMENT IS ORGANIZED UNDER TOE 55-4560, DATED 20 APRIL 1961, AS CHANGED, AND GENERAL ORDER NUMBER 264, HEADQUARTERS UNITED STATES ARMY, PACIFIC, DATED 20 AUGUST 1965. THE HEADQUARTERS AND HEADQUARTERS DETACHMENT IS LOCATED AT VUNG TAU, VIETNAM. SUBORDINATE UNITS OF THE BATTALION ARE THE 56TH TRANSPORTATION COMPANY (ADS) (-) LOCATED AT SAIGON WITH A DIRECT SUPPORT PLATOON LOCATED AT LONG BINH, THE 388TH TRANSPORTATION (ADS) LOCATED AT VUNG TAU, THE 611TH TRANSPORTATION COMPANY (ADS) (-) LOCATED AT VINH LONG WITH A DIRECT SUPPORT PLATOON LOCATED AT SOC TRANG, THE 330TH TRANSPORTATION COMPANY (GS) LOCATED AT VUNG TAU, AND THE AVIATION ELECTRONICS SUPPORT COMPANY (SOUTH) (PROVISIONAL) - AESCS. HEADQUARTERS AND 1ST PLATOON OF THE AESCS ARE CO-LOCATED WITH THE 388TH AND 330TH AT VUNG TAU. THE 2ND AND 3RD PLATOON OF THE AESCS ARE CO-LOCATED WITH THE 56TH (-) AT SAIGON AND THE 611TH (-) AT VINH LONG.

### 3. UNIT MOVEMENT.

A. AN ADVANCE PARTY FROM THE 56TH TRANSPORTATION COMPANY (ADS) IS STILL LOCATED AT LONG THANH NORTH AND CONTINUES TO ASSIST THE 92RD ENGINEER BATTALION (CONST) WITH THE BUILDING OF THE COMPANY'S NEW CANTONMENT AREA, AIRCRAFT AND AVIONICS MAINTENANCE SHOPS AND HANGARS AND TECH SUPPLY WAREHOUSES. A MAJORITY OF THE CONSTRUCTION IS SCHEDULED FOR COMPLETION BY MID DECEMBER 1967. A FIRM MOVEMENT DATE FOR THE 56TH (-) FROM SAIGON TO LONG THANH NORTH HAS NOT YET BEEN ESTABLISHED.

B. INITIAL PERSONNEL AND EQUIPMENT TO COMPRISE THE AESCS 3RD PLATOON WERE MOVED FROM VUNG TAU TO VINH LONG DURING THIS PERIOD. CONSTRUCTION OF ADMINISTRATIVE, PRODUCTION CONTROL, AND SUPPLY FACILITIES IN THE EAST END OF THE 611TH AIRCRAFT MAINTENANCE HANGAR WAS COMPLETED. SEVENTY-FIVE PERCENT OF REQUIRED AVIONICS SHOP VANS AND TEST EQUIPMENT WAS ALSO MOVED TO VINH LONG DURING THIS PERIOD. THIS PLATOON WILL ACHIEVE FULL OPERATIONAL CAPABILITY BY MID DECEMBER 1967.

### 4. AIRCRAFT MAINTENANCE.

A. DIRECT SUPPORT. THE DIRECT SUPPORT MISSION OF THIS BATTALION IN THE REPUBLIC OF VIETNAM IS TO PROVIDE DIRECT SUPPORT AND BACKUP DIRECT SUPPORT IN THE AREAS OF AIRFRAME, ENGINES, AIRCRAFT SYSTEMS, AIRCRAFT ARMAMENT (INCLUDING WEAPONS), AND ALL AVIONICS NAVIGATIONAL AND COMMUNICATIONS EQUIPMENT FOR 723 AIRCRAFT LOCATED IN THE III AND IV CORPS TACTICAL ZONES. DURING THIS REPORTING PERIOD, THE DIRECT SUPPORT UNITS ASSIGNED TO THIS BATTALION PROCESSED 10,515 AIRCRAFT, AIRCRAFT COMPONENTS, AIRCRAFT ARMAMENT AND AVIONICS WORK ORDERS REPRESENTING AN EXPENDITURE OF 117,962 MAN-HOURS. OF THE WORK ORDERS COMPLETED 2,976 WERE FOR THE REPAIR OF AIRCRAFT AND AIRCRAFT COMPONENTS,

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6,698 PERTAINED TO THE REPAIR OF AIRCRAFT COMMUNICATIONS AND NAVIGATIONAL SYSTEMS AND 831 WERE PERFORMED ON AIRCRAFT ARMAMENT SYSTEMS.

B. GENERAL SUPPORT. THE 330TH TRANSPORTATION COMPANY (GS), PROVIDES GENERAL SUPPORT AND BACKUP DIRECT SUPPORT MAINTENANCE FOR ALL AIRCRAFT COMPONENTS AND ARMAMENT SYSTEMS (INCLUDING WEAPONS) SUPPORTED BY THE AIRCRAFT DIRECT SUPPORT COMPANIES OF THE BATTALION. AVIONICS NAVIGATIONAL AND COMMUNICATIONS GENERAL SUPPORT AND BACKUP DIRECT SUPPORT MAINTENANCE IS PROVIDED BY THE AESCS FOR ALL AIRCRAFT SUPPORTED BY THE BATTALION THROUGHOUT THE III AND IV CORPS TACTICAL ZONES. THE AESCS ALSO SUPPORTS ARMY AIRCRAFT LOCATED IN BANGKOK, THAILAND (JUSMAAG), AIRCRAFT OPERATED BY AIR AMERICA IN SAIGON AND USAF C-7A AIRCRAFT LOCATED AT VUNG TAU.

DURING THIS REPORTING PERIOD, A TOTAL OF 778 AIRCRAFT WERE SUPPORTED BY AESCS. THE 330TH EXPENDED 92,335 MAN-HOURS IN REPAIRING AND RETURNING TO SERVICE 54 AIRCRAFT AND 2,702 COMPONENTS. ADDITIONALLY, 38 AIRCRAFT WHICH SUSTAINED MAJOR OR COMBAT DAMAGE WERE EVACUATED TO CONUS AND A TOTAL OF 33 AIRCRAFT WERE PROCESSED INTO RVN. DURING THIS PERIOD, THE AESCS COMPLETED 12,173 WORK ORDERS OF WHICH 6,698 WERE DIRECT SUPPORT (12,500 MAN-HOURS) AND 6,475 WERE GENERAL SUPPORT (37,700 MAN-HOURS). A TOTAL OF 3,336 ITEMS WERE EVACUATED TO SACRAMENTO ARMY DEPOT AND TO THE FLOATING AIRCRAFT MAINTENANCE FACILITY (USNS CORPUS CHRISTI BAY).

5. ARMAMENT. THE FOLLOWING NUMBER OF ARMAMENT SYSTEMS WERE SUPPORTED BY THIS BATTALION DURING THIS PERIOD:

<u>NUMBER</u>	<u>SYSTEM</u>
50	M-3
50	M-5
120	M-16
80	M-21
1,200	XM-23 AND XM-24

6. AIRCRAFT PROCESSING. DURING THIS PERIOD THE 388TH TRANSPORTATION COMPANY AIRCRAFT OFF-LOADING OPERATION WAS EXTENSIVE. THREE HUNDRED SIXTY FOUR (364) AIRCRAFT WERE IN-PROCESSED FROM SIX CARRIERS, ONE SEA-TRAIN AND ONE LIBERTY SHIP. AIRCRAFT RECEIVED WERE 24 O-1G's, 3 U-1A's, 19 OV-9's, 1 U-8, 33 U-21A's, 4 A-1E's (USAF), 2 OH-23's, 86 UH-1C's, 30 UH-1D's, 139 UH-1H's, 16 CH-47's, 3 UH-1E's (USMC) AND 4 HH-53's (USAF). IN ADDITION TO THESE AIRCRAFT, 18 UH-1E's WERE RECEIVED FROM SIX C-124 AIRCRAFT, THEREBY INCREASING THE TOTAL NUMBER OF AIRCRAFT IN-PROCESSED BY THIS UNIT TO 382. THE AVERAGE OFF-LOADING TIME PER CARRIER HAS BEEN 32 DAYS. THE 56TH TRANSPORTATION COMPANY (ADS) IN-PROCESSED 143 AIRCRAFT DELIVERED BY AIR FORCE TRANSPORT AT



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TAN SON NHUT. NINETY AIRCRAFT WERE DISASSEMBLED AND RETROGRADED BY AIR TRANSPORT TO CONUS.

7. AIRCRAFT RECOVERIES. DURING THIS PERIOD, THE AIRCRAFT DIRECT SUPPORT COMPANIES OF THE BATTALION RIGGED 167 AIRCRAFT FOR EITHER FIELD EXTRACTION, I.E., AERIAL RECOVERY FROM AN AREA WHICH HAS BEEN TEMPORARILY SECURED BY GROUND FORCES AND/OR ARMED HELICOPTERS DELIVERING SUPPRESSIVE FIRE, OR MAINTENANCE EVACUATIONS, I.E., AIRLIFT OF THE AIRCRAFT FROM ONEMAINTEANCE FACILITY TO A HIGHER ECHELON MAINTENANCE FACILITY OR TO AN AERIAL PORT FOR SHIPMENT TO CONUS. A TOTAL OF 102 AIRCRAFT RIGGED BY THE 56TH, 388TH AND 611TH WERE EITHER EXTRACTED OR EVACUATED BY CH-47 "CHINOOK" HELICOPTERS ASSIGNED TO THE 320TH TRANSPORTATION COMPANY (GS).

8. TECHNICAL SUPPLY.

A. DURING THE PERIOD, THE 56TH AND THE 388TH TECH SUPPLY ACTIVITIES CONVERTED TO THE NCR 500 AUTOMATIC STOCK RECORD ACCOUNTING SYSTEM. THE 611TH TECH SUPPLY ACTIVITY RECEIVED ITS NCR 500 JUST PRIOR TO THE END OF THIS PERIOD AND SHOULD COMPLETE ITS CONVERSION BY THE END OF NOVEMBER 1967.

B. THE FOLLOWING STATISTICS REPRESENT THE COMBINED SUPPLY ACTIVITIES DURING THIS REPORTING PERIOD:

<u>AIRCRAFT</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
ASL LINES	22,369	22,776	24,975
NUMBER AT ZERO BALANCE	3,837	3,314	4,843
PERCENT AT ZERO BALANCE	16%	14%	18%
REQUESTS RECEIVED	16,122	18,183	10,842
DEMAND ACCOMMODATION (%)	82	76	73
DEMAND SATISFACTION (%)	73	72	70
<u>ARMAMENT</u>			
ASL LINES	3,427	3,513	8,808
NUMBER AT ZERO BALANCE	244	227	550
PERCENT AT ZERO BALANCE	17%	12%	16%
REQUESTS RECEIVED	816	868	1,130

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<u>ARMAMENT</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
DEMAND ACCOMMODATION (%)	87	74	83
DEMAND SATISFACTION (%)	71	64	61
<u>AVIONICS</u>	<u>AUG</u>	<u>SEP</u>	<u>OCT</u>
ASL LINES	2,489	8,074	8,805
NUMBER AT ZERO BALANCE	398	807	704
PERCENT ZERO BALANCE	16%	10%	27%
REQUESTS RECEIVED	1,443	2,335	3,742
DEMAND ACCOMMODATION (%)	58	59	63
DEMAND SATISFACTION (%)	65	51	47

#### 9. THEATER AIRCRAFT REPARABLE PROGRAM (TARP).

A. THE TOTAL NUMBER OF AIRCRAFT COMPONENTS PROCESSED DURING THIS PERIOD BY THE BATTALION IN SUPPORT OF THE TARP WAS AS FOLLOWS:

TOTAL TARP ITEMS REC'D	15,390
NRTS 1/	9,040
FAMF 2/	1,385
330TH (GS)	1,890
REPAIRED	991
IN-PROCESS	377
NRTS	522

#### AWAITING DISPOSITION

1/NOT REPAIRABLE THIS STATION  
 2/BEYOND 330TH CAPABILITY - SENT TO FAMF FOR REPAIR OR OVERHAUL.

B. OF A TOTAL OF 107 AIRCRAFT GAS TURBINE ENGINES (T-53 AND T-55) PROCESSED BY THE 330TH, 74 PERCENT WERE EVACUATED TO CONUS BECAUSE OF FOREIGN OBJECT DAMAGE (FOD). THE OVERALL "SAVE RATE" OF COMPONENTS HANDLED BY THE 330TH WAS 82 PERCENT. A TOTAL OF 96 FUEL CONTROLS WERE REPAIRED, TESTED AND RETURNED



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TO THE USER OR TO THE 58TH TRANSPORTATION BATTALION (AM&S)  
(AMMC) SUPPLY DEPOT.

#### 10. FACILITIES.

A. WITH THE COMPLETION OF CONCRETE FOUNDATIONS AND SHEDS DURING THIS PERIOD, THE 330TH TRANSPORTATION COMPANY (CS) WAS ABLE TO MOVE ITS TURBINE ENGINE TEST STANDS TO AN AREA IMMEDIATELY ADJACENT TO ITS ENGINE REPAIR SHOP. THIS MOVE HAS CONSIDERABLY ENHANCED THE EFFECTIVENESS AND EFFICIENCY OF THE TURBINE ENGINE REPAIR PROGRAM AND HAS INCREASED OVERALL PRODUCTION CAPABILITY. IN ADDITION TO CONSOLIDATING ITS ENGINE REPAIR FACILITIES, THE 330TH HAS FURTHER CONTRIBUTED TO THE SUCCESS OF THE THEATER AIRCRAFT REPARABLE PROGRAM BY MOVING ITS PROP AND ROTOR SHOP INTO FIXED FACILITIES NEXT TO THE ENGINE REPAIR SHOP. PLANS WERE ALSO MADE TO MOVE THE ELECTRICAL AND POWER TRAIN SHOPS INTO THE SAME AREA WITH THE ENGINE REPAIR AND PROP AND ROTOR SHOPS. THIS MOVE SHOULD BE COMPLETED BY THE END OF DECEMBER 1967.

B. THE CONSTRUCTION OF TWO 2-STORY 20 FT X 96 FT TROOP BILLETS WITH LATRINE AND SHOWER FACILITIES WAS BEGUN THIS PERIOD FOR THE AESCS ON REAL ESTATE ADJACENT TO THE 330TH CANTONEMENT AREA. COMPLETION OF THIS PROJECT IS SCHEDULED FOR 1 DECEMBER 1967. ALSO DURING THIS PERIOD, PLANS WERE APPROVED BY USARV FOR THE CONSTRUCTION OF TWO (2) 20 FT X 48 FT AIR-CONDITIONED AVIONICS MAINTENANCE BUILDINGS FOR THE AESCS AT VUNG TAU. WITH THE COMPLETION OF THESE FACILITIES BY 1 JANUARY 1968, THE AESCS WILL BE ABLE TO PROVIDE GENERAL AND BACKUP DIRECT SUPPORT FOR CERTAIN AVIONICS SYSTEMS PECULIAR TO THE OV-1 SUCH AS THE SLAR, INFRARED DETECTION, DOPPLER RADAR, AN/APN-22 RADAR ALTIMETER, AND CAMERA REPAIR.

C. CONSTRUCTION OF A 60 FT X 150 FT SUPPLY WAREHOUSE FOR THE 611TH TRANSPORTATION COMPANY (ADS) AT VINH LONG WAS ALSO COMPLETED DURING THIS PERIOD. ADDITIONALLY, A 20 FT X 50 FT 2-STORY TROOP BILLET WAS BEGUN WITH SELF-HELP LABOR FROM THE 611TH. IT IS ESTIMATED THAT THIS BUILDING WILL BE COMPLETED BY 1 DECEMBER 1967.

D. CONSTRUCTION OF A NEW CANTONMENT AREA, AIRCRAFT MAINTENANCE HANGARS AND SHOPS, AND AVIONICS AND TECH SUPPLY FACILITIES FOR THE 56TH TRANSPORTATION COMPANY (ADS) AT LONG THANH NORTH BY THE 93RD ENGINEER BATTALION (CONST) CONTINUED DURING THIS REPORTING PERIOD ON SCHEDULE.

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CONSTRUCTION PROGRESS AS OF 31 OCT 1967 WAS AS FOLLOWS:

FACILITIES COMPLETED

- 2 TROOP BARRACKS - ONE STORY
- 2 TECH SUPPLY. ADMINISTRATIVE BUILDINGS

FACILITIES UNDER CONSTRUCTION

EST FINISH TIME

- |  |             |
|--|-------------|
| TAXIWAY & PARKING RAMP (1250 FT)         | 17 DEC 1967 |
| TECH SUPPLY OPEN STORAGE AREA            | 1 MAR 1968  |
| 1 FIXED WING HANGAR (TEMPORARY LIGHTING) | 15 DEC 1967 |
| 1 PRODUCTION CONTROL BUILDING            | 15 NOV 1967 |
| 1 AVIONICS QUONSET                       | 25 DEC 1967 |
| 1 AVIONICS TROPICAL HUTMENT              | 21 DEC 1967 |
| 9 TROOP BARRACKS - ONE STORY             | 15 DEC 1967 |
| 1 MESS HALL                              | 15 DEC 1967 |
| 1 ORDERLY ROOM                           | 15 DEC 1967 |

FACILITIES NOT STARTED

EST START TIME

EST FINISH TIME

- |   |             |                                   |
|---|-------------|-----------------------------------|
| 6 TECH SUPPLY WAREHOUSES                                      | 22 NOV 1967 | 15 JAN 1968<br>(LESS ELECTRICITY) |
| 1 ROTARY WING HANGAR  | 7 DEC 1967  | 1 MAR 1968                        |
| 1 MOTOR POOL COMPLEX<br>(HARDSTAND, MAINT SHOP,<br>WASH RACK) | 15 JAN 1968 | 1 FEB 1968                        |
| 1 AIRCRAFT WASH RACK  | 7 NOV 1967  | 10 DEC 1967                       |

11. AMTAP SCHOOL.

A. DURING THIS REPORTING PERIOD, 762 STUDENTS WERE GRADUATED FROM THE FOLLOWING COURSES:

	<u>NO. COURSES</u>	<u>TOTAL STUDENTS</u>	<u>HOURS OF INSTRUCTION PER COURSE</u>
UH-1B	5	86	80
UH-1C	6	91	80
UH-1D	8	165	80
T-53-L-11	9	89	80
T-53-L-13	4	53	80
T-55	9	86	80

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	No. of Courses	Total Students	Hours of Instruction per Course	10
CH-47	5	62	160	
OH-6A	1	15	80	
T-63	1	13	40	
XM-27	1	13	40	
AVCOM SUPPLY	10	139	80	
TOTALS	59	762	880	

B. THE AAMTAP SCHOOL CURRICULUM WAS EXPANDED BY ADDING THE OH-6A, T-63 ENGINE AND XM-27 ARMAMENT SYSTEM COURSES. TOTAL STUDENT INPUT LIMIT WAS RAISED FROM 108 TO A MAXIMUM OF 198 BY FULLY UTILIZING EXISTING FACILITIES.

C. USING SELF-HELP LABOR, SIDEWALKS WERE INSTALLED IN THE SCHOOL AREA AND CLASSROOMS AND BARRACKS WERE PAINTED. ALSO, THE CONSTRUCTION OF A NEW CLASSROOM AND LATRINE AND SHOWER FACILITIES WAS BEGUN.

SECTION II  
COMMANDER'S OBSERVATIONS AND RECOMMENDATIONS.

PART I  
OBSERVATIONS

OPERATIONS

ITEM: OFFLOADING ARMY AIRCRAFT FROM SEA TRAIN VESSELS.

DISCUSSION: OFFLOADING ARMY AIRCRAFT FROM SEA TRAIN VESSELS IS NOT ONLY DIFFICULT, TIME CONSUMING, AND DANGEROUS BUT PRESENTS UNIQUE PROBLEMS TO THE OFFLOADING UNIT.

1. DECK SPACE. THE SEA TRAIN LOUISIANA, WHICH WAS RECENTLY OFFLOADED BY THE 388TH TRANSPORTATION COMPANY (ADS), HAD DECK SPACE OF ONLY 182 FEET BY 58 FEET WHICH COULD BE UTILIZED AS A HELICOPTER ASSEMBLY AREA AND TAKE-OFF AND LANDING PAD. UPON ARRIVAL AT THE VUNG TAU HARBOR, IT WAS FOUND THAT 3,770 SQ FT OF THIS DECK SPACE WAS OCCUPIED WITH ROTOR BLADE CONTAINERS. ONLY TWO OF THESE BLADE CONTAINERS COULD BE OPENED AT A TIME SINCE THE REMAINING DECK SPACE HAD TO BE USED FOR ASSEMBLY OF HELICOPTERS, TAKEOFFS AND DEPARTURES.

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// 2. FLIGHT OPERATIONS. IN ORDER TO LEAVE THE LANDING AND TAKEOFF PORTION OF THE DECK OPEN, ONLY TWO UH-1 AIRCRAFT COULD BE BLADED AND PREPARED FOR FLIGHT AT ANY ONE TIME. THIS GREATLY INCREASED OFFLOADING TIME. FLIGHT OPERATIONS TO AND FROM THE DECK WERE MADE PARTICULARLY DIFFICULT BY A 2½ FOOT RAILING WHICH BOUNDED THE DECK PERIMETER AND THE FACT THAT DECK WIDTH EXCEEDED THE OPERATING SILHOUETTE OF THE UH-1D ONLY ONE FOOT. PILOTS HAD TO USE EXTREME CAUTION WHEN TERMINATING THEIR APPROACHES TO THIS SMALL DECK AREA.

3. DECK CHARACTERISTICS. DECK SURFACES WERE ASPHALT WITH STEEL RAILS. TIE-DOWN HOLES IN THE DECKS WERE ONE FOOT IN DIAMETER AND SIX INCHES DEEP AND WERE HAZARDOUS TO TROOPS ON FOOT, FORK LIFT OPERATIONS AND MOVEMENT OF AIRCRAFT ON GROUND-HANDLING WHEELS. THESE HOLES ON THE LOWER DECKS MADE MOVEMENT OF AIRCRAFT PARTICULARLY DIFFICULT AND SLOW SINCE THE CLEARANCE BETWEEN ROTOR HEADS AND TAIL PYLONS AND THE OVERHEAD WAS ONLY ONE FOOT. WHENEVER A GROUND-HANDLING WHEEL SLIPPED INTO ONE OF THE TIE-DOWN HOLES, IT WAS NEXT TO IMPOSSIBLE TO CONTROL THE AIRCRAFT AND KEEP IT FROM HITTING THE OVERHEAD. ALL AIRCRAFT MOVEMENT BELOW DECKS, OF COURSE, HAD TO BE DONE BY HAND.

4. UNLOADING LOWER DECKS. TO UNLOAD LOWER DECKS, ONE HOUR WAS REQUIRED TO OPEN THE HATCH AND ONLY ONE SIDE OF THE SHIP COULD BE WORKED AT A TIME DUE TO LACK OF SPACE TO STORE HATCH COVERS. IF FOR ANY REASON A HELICOPTER COULD NOT BE FLOWN OFF THE FLIGHT DECK, IT HAD TO BE DEBLADED AND PUT BACK INTO THE HOLE BY CRANE SO THAT OTHER AIRCRAFT COULD BE PLACED ON THE FLIGHT DECK. UNLIKE AN AIRCRAFT CARRIER, THERE IS NOT SUFFICIENT ROOM ON A SEA TRAIN FLIGHT DECK TO SET AN AIRCRAFT ASIDE. AS NO ELEVATORS WERE ABOARD THE LOUISIANA, ALL AIRCRAFT WERE MOVED FROM THE HOLE TO THE FLIGHT DECK BY CRANE.

5. DAMAGES SUSTAINED. TWO UH-1 AIRCRAFT LOCATED UNDER THE HATCH WERE DAMAGED BY CORROSION CAUSED BY WATER DRIPPING OFF THE ASPHALT DECK THROUGH THE HATCH. ONE OF THE UH-1 REQUIRED 200 MAN-HOURS TO RESKIN A PANEL OF THE TAIL BOOM AND TREAT OTHER AREAS. THE OTHER UH-1 REQUIRED A NEW SYNCH ELEVATOR. A THIRD AIRCRAFT HAD ITS TAIL STINGER BROKEN WHEN ONE OF ITS GROUND-HANDLING WHEELS SLIPPED INTO A TIE-DOWN HOLE. THE TWO MEN GUIDING THE TAIL BOOM WERE NOT ABLE TO CONTROL THE AIRCRAFT.

6. CREW FACILITIES. NO BIRTHING OR MESSING FACILITIES WERE AVAILABLE. NORMALLY THE OFFLOADING CREW LIVES ON THE SHIP, AS ON AIRCRAFT CARRIERS, IN ORDER THAT A FULL DAY CAN BE WORKED FROM 0600 TO 2000 HOURS. SINCE THE CREW AND ITS NOON MEAL HAD TO BE SHUTTLED TO AND FROM THE LOUISIANA, APPROXIMATELY 2½ HOURS A DAY WERE LOST.



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**OBSERVATION:** UTILIZATION OF SEA TRAIN VESSELS OBVIOUSLY GETS MORE AIRCRAFT TO RVN PER LOAD THAN OTHER TYPE VESSELS. IT IS DOUBTFUL, HOWEVER, THAT GREAT FINANCIAL SAVINGS ACCURE SINCE OTHER CARRIERS HAVE RECENTLY ARRIVED WITH LESS THAN A MAXIMUM LOAD. FURTHER, THE COST OF MAINTAINING THIS VESSEL IN PORT DURING THE OFFLOADING OPERATION, WHICH AVERAGES ABOUT TWICE AS LONG AS AN AIRCRAFT CARRIER WITH A LIKE NUMBER OF AIRCRAFT ABOARD, DOES NOT SEEM JUSTIFIABLE. LASTLY, THE ABOVE CITED OFFLOADING DIFFICULTIES AND RISKS ASSOCIATED WITH HANDLING HIGH COST AIRCRAFT DOES NOT SEEM TO JUSTIFY THE CONTINUED USE OF SEA TRAIN VESSELS FOR AIRCRAFT MOVEMENT.

**ITEM: PROCESSING OF AIRCRAFT**

**DISCUSSION:** OFFLOADING AND SHIPMENT OF ARMY AIRCRAFT HAS BEEN ACCOMPLISHED EXCLUSIVELY BY THIS BATTALION. THE 56TH TRANSPORTATION COMPANY (ADS) IS RESPONSIBLE FOR HANDLING ALL SHIPMENTS BY AIR FORCE (MAC) C-124 AND C-133 TRANSPORTS AT TAN SON NHUT (TSN) AND THE 388TH TRANSPORTATION COMPANY (ADS) HANDLES ALL SURFACE VESSELS AT THE PORT OF VUNG TAU.

OCCASIONALLY IN THE PAST, THE MILITARY AIRLIFT COMMAND HAS DELIVERED AND RETROGRADED ARMY AIRCRAFT BY C-124'S AT THE VUNG TAU AIRFIELD. DUE TO AN OPERATIONAL HAZARDOUS REPORT WHICH WAS SUBMITTED BY A C-124 AIRCRAFT COMMANDER ON 31 AUG 1967, MAC OPERATIONS AT VUNG TAU WERE RESTRICTED INDEFINITELY UNTIL AIRFIELD IMPROVEMENTS WERE MADE. ALTHOUGH IMPROVEMENTS HAVE NOT YET BEEN COMPLETED, THIS HEADQUARTERS WAS ADVISED BY THE SOUTHEAST ASIA AIRLIFT COMMAND POST AT CLARK AB, P.I., ON 20 OCT 1967, THAT IT HAD RECEIVED INSTRUCTIONS FROM THE 2ND AIR FORCE, TRAVIS AB, TO REINSTATE MAC SERVICE AT VUNG TAU UNDER CERTAIN RESTRICTIONS: (1) DIRECT COMBAT SUPPORT MISSIONS ONLY, (2) DAYLIGHT VFR OPERATIONS AND (3) AN IP IN THE LEFT SEAT FOR TAKEOFFS AND LANDINGS.

THE PRIMARY RUNWAY AT VUNG TAU IS ASPHALT SURFACED, 6,000 FT LONG (INCLUDING A 1,500 FT PSP OVERRUN) AND 80 FT WIDE. THIS RUNWAY IS NOT WIDE ENOUGH TO BE USED ON AN UNRESTRICTED BASIS ACCORDING TO AIR FORCE CRITERIA. THE VUNG TAU AIRFIELD IS CLASSIFIED AS A SEMI-PERMANENT FIELD BY THE AIR FORCE AND, THEREFORE, SHOULD HAVE A RUNWAY WIDTH OF 150 FEET TO ACCOMMODATE MAC OPERATED AIRCRAFT. SINCE ONLY 4,500 FT OF THE RUNWAY IS USABLE (THE OVERRUN IS PSP AND UNEVEN), ONLY C-124 AND C-130 AIRCRAFT CAN USE THE RUNWAY AT THE PRESENT TIME. HOWEVER, BY LEVELING AND PAVING THE OVERRUN AND WIDENING THE RUNWAY TO 150 FEET, C-124, C-130 AND C-133 AIRCRAFT COULD BE ACCOMMODATED ON AN UNRESTRICTED BASIS. RUNWAY IMPROVEMENTS, AS CITED, WILL COST AN APPROXIMATE \$480,000 AS ESTIMATED BY THE VUNG TAU SUB AREA ENGINEER.

THE IMPORTANCE AND DESIRABILITY OF SHIFTING ARMY AIRCRAFT SHIPMENTS FROM TSN TO VUNG TAU IS EVIDENT WHEN THE FOLLOWING FACTS ARE CONSIDERED:

1. THE 56TH IS PROGRAMMED TO MOVE FROM SAIGON TO LONG THANH NORTH.

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2. THIS MOVE WILL NECESSITATE A LARGE PART OF THE 56TH TO STAY AT TSN FOR THE SOLE PURPOSE OF PROCESSING ARMY AIRCRAFT.

3. LOSS OF THESE PERSONNEL WILL HAVE A SERIOUS IMPACT ON THE 56TH BY:

A. REDUCING MAINTENANCE MAN-HOUR CAPABILITY.

B. SPLITTING THE COMPANY IN THREE PARTS THEREBY COMPOUNDING ALREADY DIFFICULT AND TIME CONSUMING COMMAND AND CONTROL ASPECTS OF DAILY OPERATIONS.

4. RAMP AND HANGAR SPACE NOW BEING UTILIZED AT TSN WILL NOT ACCOMMODATE PLANNED INCREASES IN ARMY AIRCRAFT SHIPMENTS BY MAC TRANSPORTS, WHEREAS, ADEQUATE FACILITIES DO EXIST AT VUNG TAU.

5. AIRCRAFT OPERATIONS AT TSN ARE EXTREMELY HEAVY AND HELICOPTER OPERATIONS ARE SEVERELY RESTRICTED.

6. SINCE THE MAJORITY OF ARMY AIRCRAFT PROCESSED BY THE 56TH ARE ROTARY WING, EXISTING RESTRICTIONS TO HELICOPTER OPERATIONS AT TSN HAMPER MANDATORY TEST FLIGHTS.

OBSERVATIONS: WITH THE FORTHCOMING MOVEMENT OF THE 56TH TO LONG THANH NORTH AND THE DISADVANTAGES AND PROBLEMS ATTENDANT TO ESTABLISHING A DETACHMENT OF THE 56TH AT TSN, SERIOUS CONSIDERATION MUST BE GIVEN TO RELOCATING THE MAC SHIPMENT OF ARMY AIRCRAFT OPERATION TO ANOTHER SUITABLE AIRFIELD. SELECTION OF VUNG TAU WOULD BE HIGHLY DESIRABLE IN THAT ADEQUATE RAMP AND HANGAR FACILITIES PRESENTLY EXIST AND BY WIDENING & PAVING THE OVERRUN OF THE MAIN RUNWAY, VUNG TAU WOULD BE BOTH AN OCEAN AND AERIAL PORT FOR ARMY AIRCRAFT MOVEMENT OPERATIONS.

ITEM: MOVEMENT OF ARMY AIRCRAFT

DISCUSSION: ARMY AIRCRAFT ARE SHIPPED TO RVN AND RETROGRADED TO CONUS EITHER BY AIR FORCE (MAC) C-124 AND C-133 TRANSPORTS OR BY SURFACE VESSELS. UNTIL RECENTLY, MSTs OPERATED AIRCRAFT CARRIERS (JEEP CLASS) WERE USED EXCLUSIVELY FOR SURFACE SHIPMENT; HOWEVER, SEA TRAIN VESSELS ARE NOW BEING USED FOR THE SHIPMENT OF ARMY AIRCRAFT. SINCE 1 JANUARY 1967, SURFACE VESSELS HAVE CARRIED 81 PERCENT OF ALL ARMY AIRCRAFT SHIPPED TO RVN. FROM A RETROGRADE STANDPOINT, HOWEVER, THESE VESSELS HAVE ONLY MOVED 6 PERCENT OF THE TOTAL NUMBER OF AIRCRAFT RETURNED TO CONUS. ALSO OF IMPORTANCE IS THE FACT THAT SURFACE VESSELS ARE NOT BEING FULLY LOADED, AS EXPERIENCED BY RECENT ARRIVALS.

OBSERVATIONS: ALL AVAILABLE SPACE ABOARD SURFACE VESSELS IS NOT BEING UTILIZED FOR THE SHIPMENT OF ARMY AIRCRAFT TO RVN AND LITTLE



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USE IS BEING MADE OF THESE VESSELS FOR THE RETROGRADE OF AIRCRAFT TO CONUS. FULL UTILIZATION SHOULD BE INSURED SINCE THIS MODE OF TRANSPORTATION OFFERS CONSIDERABLE MONETARY SAVINGS WHEN COMPARED WITH AIR FORCE TRANSPORTS.

ITEM: LOADING OF CH-47 AIRCRAFT.

DISCUSSION: DURING THIS PERIOD THE 56TH TRANSPORTATION COMPANY (ADS) LOADED THE FIRST INTER-THEATER SHIPMENT OF TWO CH-47'S INTO ONE C-133B TRANSPORT. IN ORDER TO LOAD TWO CH-47 HELICOPTERS INTO A C-133B AIRCRAFT FOR AIR MOVEMENT, THE FOLLOWING MUST BE ACCOMPLISHED:

1. BOTH HELICOPTERS ARE PREPARED IN THE NORMAL MANNER PLACING REMOVED COMPONENTS INTERNALLY.
2. REMOVE THE APU AND THE TAIL CONE FROM THE AIRCRAFT TO BE LOADED LAST.
3. BOTH AIRCRAFT ARE LOADED TAIL FIRST WITH THE FORWARD STRUTS ON BOTH AIRCRAFT BEING DEFLATED TO THE MINIMUM. AFT STRUTS ARE INFLATED TO NEAR MAXIMUM AND FINAL STRUT ADJUSTMENTS MAY BE ACCOMPLISHED AS THE AIRCRAFT IS MOVED TO ITS FINAL POSITION INSIDE THE C-133. STRUT PRESSURE IS IMPORTANT AS IT IS NEEDED TO LOWER THE NOSE OF THE FIRST AIRCRAFT INTO THE CARGO RAMP AREA OF THE OTHER CH-47. APPROXIMATELY 6 TO 10 INCHES OF SPACE REMAIN BETWEEN THE DOORS OF THE C-133 AND THE FUSELAGE OF THE CH-47. THE ADDITIONAL COST OF LOADING TWO CH-47'S INTO A C-133 AIRCRAFT IS APPROXIMATELY 10 MAN-HOURS.

OBSERVATION: ONE ADDITIONAL CH-47 CAN BE LOADED INTO A C-133B TRANSPORT WITH A MINIMUM OF TIME, LABOR AND EXPENSE. A SAVINGS OF APPROXIMATELY \$25,000 WILL BE REALIZED BY SHIPPING TWO CH-47 PER C-133B.

ITEM: SHOP ELECTRICAL POWER

DISCUSSION: SHOP OPERATIONS, PARTICULARLY AT GENERAL SUPPORT LEVEL, REQUIRE EXTENSIVE AMOUNTS OF STEADY ELECTRICAL POWER TO OPERATE MACHINERY AND LIGHTING. POWER FLUCTUATIONS NOT ONLY DECREASE THE SERVICE LIFE OF MACHINES BUT CAUSE CALIBRATIONS AND ADJUSTMENTS TO BE INACCURATE. THE USE OF PORTABLE GENERATORS HAS NOT BEEN FOUND TO BE COMPLETELY SATISFACTORY BECAUSE OF MAINTENANCE AND SERVICE REQUIREMENTS AND FLUCTUATING OUTPUTS.

OBSERVATION: EXTENSIVE SHOP OPERATIONS SHOULD BE SUPPORTED WITH LARGE CENTRAL POWER SOURCES OF AT LEAST 100KW OUTPUT.

ITEM: MISSION ESSENTIAL NON-TO&E FUNCTION.

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DISCUSSION: EVER INCREASING TARP ACTIVITY HAS CAUSED NUMEROUS AIRCRAFT COMPONENTS TO BE RETURNED TO SERVICEABLE CONDITION WITHIN RVN. THE MOVEMENT OF THESE COMPONENTS FROM REPAIR FACILITIES TO USING UNITS OR DEPOTS UNDER ADVERSE WEATHER CONDITIONS AND VARYING MODES OF TRANSPORTATION REQUIRE PRESERVATION AND CRATING TO INSURE THEIR SERVICEABILITY.

OBSERVATION: THE DEVELOPMENT OF PRESERVATION AND CRATING CAPABILITIES AT GENERAL SUPPORT AIRCRAFT MAINTENANCE FACILITIES IS NECESSARY TO INSURE COMPONENT SERVICEABILITY.

#### AIRCRAFT MAINTENANCE

ITEM: SYNCHRONIZED ELEVATOR CONTROL TUBE (205-001-012-7)

DISCUSSION: TB 55-1520-210-20/7 (14 APRIL 67) W/CHANGE 1 (8 JUNE 67) REQUIRES THAT CONTROL TUBE (205-001-012-7) BE DYE-PENETRATED INSPECTED AT EVERY INTERMEDIATE INSPECTION UNTIL IT HAS BEEN MODIFIED TO CORRECT RESONANCE PROBLEM. A REVIEW OF PUBLISHED MWO'S FAILS TO REVEAL ANY INFORMATION CONCERNING THE MODIFICATION OF SUBJECT CONTROL TUBE. TM 55-1520-210-35P LISTS THE SAME CONTROL TUBE BY FSN AND P/N; SO, IF A NEW TUBE WAS REQUISITIONED IT WOULD ALSO BE SUBJECT TO THE 25 HOUR INSPECTION REQUIREMENT.

OBSERVATION: THERE IS PUBLISHED AT THIS TIME, A BELL HELICOPTER SERVICE ENGINEERING MEMO, "UN-11-7-3 (28 APRIL 67) THAT LISTS IN DETAIL THE INSTRUCTIONS TO MODIFY CONTROL TUBE (205-001-012-7). IF AUTHORITY WAS GRANTED BY HIGHER HEADQUARTERS TO ALLOW DS UNITS TO MODIFY SUBJECT CONTROL TUBES, IT WOULD ELIMINATE THE 25 HOUR INSPECTION REQUIREMENT PLUS POSSIBLE CONTROL TUBE FAILURES BETWEEN PRESENT INSPECTION INTERVALS.

ITEM: ECHELONS OF MAINTENANCE

DISCUSSION: THE ECHELONS OF MAINTENANCE OUTLINED IN THE APPLICABLE TM 55 DASH 20 SERIES ARE PUBLISHED AS GUIDES FOR AIRCRAFT MAINTENANCE PERSONNEL. THESE GUIDES ARE RESTRICTIVE BECAUSE OF THEIR WORLD WIDE APPLICATION; HOWEVER, SPECIFIC EXCEPTIONS SHOULD BE MADE WHEN CAPABILITIES AND ASSETS CAN BE ECONOMICALLY EMPLOYED.

OBSERVATIONS: THE LIMITATIONS OF MAINTENANCE ALLOCATION CHARTS ARE CAUSING RETROGRADE OF EXPENSIVE AIRCRAFT COMPONENTS.

#### AVIONICS

ITEM: FLOAT LEVELS

DISCUSSION: SOME AVIONICS SYSTEMS ARE BEING SHIPPED INTO RVN AND INSTALLED WITHOUT ACCOMPANYING FLOATS. THIS CAUSES EXCESSIVE DELAYS AND DOWN TIME WHILE ITEMS ARE BEING REPAIRED AND AWAITING

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OBSERVATION: A DESIGNATED PERCENTAGE OF ALL AVIONICS SYSTEMS COMING INTO RVN SHOULD BE FOR FLOAT USE SO THAT INSTALLED SYSTEMS CAN BE MAINTAINED PROPERLY AND IN A TIMELY MANNER.

### TRAINING

#### ITEM: AVIONICS REPAIR PERSONNEL

DISCUSSION: AVIONICS SCHOOL TRAINED PERSONNEL ARE CONTINUOUSLY IN GREAT DEMAND AND SHORT SUPPLY. TO MAKE THE MOST EFFECTIVE USE OF PERSONNEL IT IS ESSENTIAL THAT THEY BE PROPERLY TRAINED. AT THE PRESENT TIME, HOWEVER, ABOUT TEN PERCENT OF AN AVIONICS REPAIRMAN'S TOUR IS SPENT IN TRAINING. THIS ONLY AGGRAVATES A BAD SITUATION CAUSED BY A SEEMINGLY CRITICAL SHORTAGE OF AVIONICS REPAIR PERSONNEL.

OBSERVATION: IMPACT OF HAVING TO PROVIDE ADDITIONAL ON-THE-JOB TRAINING TO ASSIGNED AVIONICS REPAIR PERSONNEL WOULD BE CONSIDERABLY REDUCED IF AVIONICS DETACHMENTS WERE MAINTAINED AT FULL STRENGTH AT ALL TIMES.

#### ITEM: AAMTAP SCHOOL CADRE

DISCUSSION: SINCE THE ARMY AIRCRAFT MOBIL TECHNICAL ASSISTANCE PROGRAM (AAMTAP) SCHOOL IS NEITHER ORGANIZED UNDER A TD OR A TO&E, CADRE PERSONNEL REQUIREMENTS MUST BE SATISFIED FROM EXISTING BATTALION PERSONNEL RESOURCES. THIS SITUATION COMPOUNDS PRESENT PERSONNEL SHORTAGES IN ASSIGNED UNITS OF THE BATTALION. WHEN MEMBERS OF THE SCHOOL CADRE DEPART FROM RVN, REPLACEMENTS ARE NOT AVAILABLE SINCE PERSONNEL REQUISITIONS FOR THE SCHOOL CAN NOT BE MADE. DUE TO A CONTINUING SHORTAGE OF REQUIRED CADRE PERSONNEL, THE SCHOOL OPERATES AT LESS THAN MAXIMUM EFFICIENCY. THIS SITUATION WILL BE FURTHER AGGRAVATED BY AN APPROVED INCREASE IN SCHOOL ENROLLMENT FROM 108 TO 198. THE AAMTAP SCHOOL NOW OPERATES WITH ONE COMMISSIONED OFFICER, TWO E-7 NCO'S, FOUR SP-4'S AND ONE LOCAL NATIONAL. WITH THE EXCEPTION OF THE OFFICER, ALL PERSONNEL ARE ASSIGNED ON A FULL TIME BASIS.

OBSERVATION: THE NEED TO OVERCOME THIS UNDESIRABLE PERSONNEL SITUATION IS APPARENT AND A STUDY IS NOW UNDERWAY TO DETERMINE AND JUSTIFY PERSONNEL REQUIREMENTS. AT THE CONCLUSION OF THIS STUDY, A FORMAL REQUEST FOR THE ESTABLISHMENT OF A TD FOR THE AAMTAP SCHOOL WILL BE FORWARDED.

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PART II

RECOMMENDATIONS

OPERATIONS

ITEM: OFFLOADING ARMY AIRCRAFT FROM SEA TRAIN VESSELS

RECOMMENDATION: THAT USE OF SEA TRAIN VESSELS FOR THE MOVEMENT OF ARMY AIRCRAFT TO RVN BE DISCONTINUED DUE TO THE DIFFICULTIES AND RISKS ASSOCIATED WITH HANDLING AND OFFLOADING OPERATIONS.

ITEM: MOVEMENT OF ARMY AIRCRAFT

RECOMMENDATION: THAT IMMEDIATE COORDINATION BE EFFECTED WITH APPROPRIATE CONUS AGENCIES TO MAKE MAXIMUM UTILIZATION OF AVAILABLE SURFACE CARRIERS FOR THE MOVEMENT OF ARMY AIRCRAFT TO RVN AND THE RETROGRADE OF AIRCRAFT TO CONUS.

ITEM: PROCESSING OF AIRCRAFT

RECOMMENDATIONS: THAT VUNG TAU BE RECOGNIZED AS THE FUTURE SITE FOR ALL AIRCRAFT PROCESSING AND RETROGRADE OPERATIONS BY MAC TRANSPORTS AND SURFACE CARRIERS, THAT ALL PLANNING BE DIRECTED TOWARD THIS END, THAT REQUESTS FOR RUNWAY IMPROVEMENTS BE APPROVED, AND THAT IMMEDIATE ACTION BE TAKEN TO DIVERT MAC C-124'S INTO VUNG TAU FOR OFF-LOADING AND RETROGRADE OF ARMY AIRCRAFT TO CONUS.

ITEM: SHOP ELECTRICAL POWER

RECOMMENDATION: THAT LARGE CENTRAL POWER SOURCES OF AT LEAST 100KW BE USED TO INSURE ADEQUATE NON-FLUCTUATING POWER FOR EXTENSIVE SHOP OPERATIONS.

ITEM: MISSION ESSENTIAL NON-TO&E FUNCTION

RECOMMENDATIONS: THAT THE REQUIREMENT FOR PRESERVATION AND CRATING CAPABILITIES WITHIN THE AIRCRAFT GENERAL SUPPORT COMPANY BE RECOGNIZED AND THAT FAVORABLE CONSIDERATION BE GIVEN TO FUTURE MTOE SUBMISSIONS REQUESTING ADDITIONING PERSONNEL AND EQUIPMENT TO ACCOMPLISH THIS FUNCTION.

AIRCRAFT MAINTENANCE

ITEM: ECHELONS OF MAINTENANCE

RECOMMENDATION: THAT A DETERMINATION OF THE VARYING CAPABILITIES OF THE GENERAL SUPPORT COMPANIES BE MADE AND, WHERE FEASIBLE, AUTHORITY FOR HIGHER ECHELON MAINTENANCE BE GIVEN.

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AVIONICS

ITEM: FLOAT LEVELS

RECOMMENDATION: THAT A STUDY BE MADE TO DETERMINE WHAT PERCENTAGE OF INCOMING AVIONICS SYSTEMS SHOULD BE DESIGNATED AS FLOAT STOCK.

TRAINING

ITEM: AVIONICS REPAIR PERSONNEL

RECOMMENDATION: THAT A CHECK BE MADE OF ALL AVIONICS REPAIR PERSONNEL IN RVN (35K AVIONICS MECHANICS AND 35M2G DECCA REPAIRMEN) TO DETERMINE THAT THESE PERSONNEL ARE IN FACT ASSIGNED ONLY TO AVIONICS REPAIR DETACHMENTS.

ITEM: AAMTAP SCHOOL

RECOMMENDATIONS: THAT THE REQUIREMENT FOR A FULLY STAFFED AAMTAP SCHOOL CADRE BE RECOGNIZED AND THAT FAVORABLE CONSIDERATION BE GIVEN TO THE ESTABLISHMENT OF A TD FOR THE SCHOOL.

  
ALDEN C. KINCAID  
LIEUTENANT COLONEL, TC  
COMMANDING



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AVGF-B (12 Nov 67)

1st Ind


SUBJECT: Operational Report for Quarterly Period Ending 31 October 1967  
(RCS CSFOR-65) (WCKGAA)

HEADQUARTERS, 34TH GENERAL SUPPORT GROUP (AM&S), APO 96307 14 December 1967

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,  
APO 96375

1. This headquarters has reviewed the Operational Report for Quarterly Period Ending 31 October 1967 from Headquarters, 765th Transportation Battalion (AM&S) and concurs with the report with one additional comment.

2. Reference Section II, Part I, Page 12, Shop Electrical Power. Shop operations should be supported with large central power sources of at least 100 KW. Base development plans should include centralized power set up. Each unit in base camps should be represented on base development council.

  
JAMES W. SANDRIDGE, JR.  
Colonel, TC  
Commanding

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AVHGC-DST (12 Nov 67)

2d Ind

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SUBJECT: Operational Report for Quarterly Period Ending 31 Oct 1967,  
RCS CSFOR-65 (WCKGAA)

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 28 JAN 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the period ending 31 October 1967 from Headquarters, 765th Transportation Battalion (AM&S) (CKGA) as indorsed.

2. Pertinent comments follow:

a. Reference item concerning shop electrical power, page 12: Concur. Centralized high voltage systems are included in the electric power program whenever feasible. A 100 kw generator for interim power should not be specified. An adequate temporary source should be provided as indicated in USARV Regulation 420-43.

b. Reference item concerning float levels, pages 13 and 16: Nonconcur. All Avionics systems are initially programmed to be purchased with a 20% float. It has been recognized that certain items have been deployed prior to the shipment of adequate float. Continuous action is being taken to secure the required float equipment. Float for AN/ARC 51BX and AN/ARC 54 has been programmed through the Aircraft Closed Loop Program. If this unit has a deficiency in maintenance float, the specific items should be listed. There is no requirement for a study to determine the percentage of float required. This is published in SB 11-244. Systems will not be removed from operational aircraft to increase float levels.

c. Reference item concerning Avionics Repair Personnel, page 13; and page 16. USARV AG will initiate a study and submit information and conclusions not later than 15 February 1968.

d. Reference item concerning off loading of Army aircraft from Sea Train vessels, page 15: Concur. Sea Train vessel operations have been evaluated by MSTS and USARV. Sea Train has 3 classes of vessels, the largest being the Puerto Rico class. The evaluation concludes that "Jeep" carriers are the preferred vessel for "Fly-Off" operations. However, when carriers are not available to meet required delivery dates then Sea Train, Puerto Rico class, vessels are an acceptable substitute. Commander MSTS and MTMTS have been advised of these findings. Sea Train Louisiana type vessels will be used only in emergencies.

e. Reference item concerning processing of aircraft, page 15: Nonconcur with recognizing Vung Tau as the future site for all aircraft processing and retrograde operation. Concur that planning should be directed toward recognizing Vung Tau as the site for aircraft processing and retrograde operations in the southern half of RVN. Requests for air movement of helicopters from

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RCS CSFOR-65 (WCKGAA)

CONUS to southern RVN designate Vung Tau as the destination. C-124 flights with a crew that is not certified to land at Vung Tau are diverted by the Air Force to Tan Son Nhut. Recommend that higher headquarters take necessary action to require that C-124 crews be certified for landing at Vung Tau prior to being assigned to a helicopter air lift mission when Vung Tau is the requested delivery point.

f. Reference item concerning mission essential non-TOE function, page 15. The requirement for preservation and crating capabilities within the Aircraft General Support Company is recognized. An MTOE with full justification should be submitted for consideration.

g. Reference item concerning aircraft maintenance, page 15. Maintenance Allocation Charts (MAC) prescribe what repairs can be accomplished at the various levels of maintenance. These charts are based on skills, tools and equipment, and man-hours available in specific TOE's. Authorization can be granted for a particular unit to perform selected higher level repair functions if appropriate capability is available. A request must be initiated by the unit concerned to obtain authority to accomplish the additional work. Full justification must accompany the request.

h. Reference item concerning AAMTAP School, page 16. The need for an AAMTAP course of instruction is recognized. The unit concerned should submit a request for TD augmentation for an organization to meet this requirement.

3. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:

*Philip J. Getchell*  
JOHN V. GETCHELL  
Captain, AGC  
Assistant Adjutant General

cy furn:

HQ, 765th Trans Bn  
HQ, 34th Gen Spt Gp

GPOP-DT(12 Nov 67)

3d Ind

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SUBJECT: Operational Report for the Quarterly Period Ending 31 October  
1967 from HQ, 765th Trans Bn (AM&S) "Mui Ten Thang"  
(UIC: WCKGAA) (RCS CSFOR-65)

HQ, US ARMY, PACIFIC, APO San Francisco 96558 1 MAR 1968

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding  
indorsements and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:

*K. F. Osbourn*  
for K. F. OSBOURN  
MAJ, AGC  
Asst AG

UNCLASSIFIED

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